

Docket No.: 57881/M521
Amdt date June 16, 2006

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1-34 (Cancelled)

35. (NEW) A motor vehicle seat with

- a backrest which can be brought into an upright use position to form a support for a seat user's back,
- a pivotably mounted cushion carrier for a seat cushion which, in its use position, defines a seat surface for a seat user, and
- a folding mechanism for folding over the cushion carrier in front of the backrest, so that the cushion carrier essentially extends along the backrest when the latter is in its upright use position,

wherein the folding mechanism comprises a pair of levers, the two levers of which are connected to each other in an articulated manner at a knee joint, with them enclosing an acute angle at the knee joint, and in that, when the cushion carrier is folded over from a use position to in front of the backrest, the acute angle is transformed into an obtuse angle.

36. (NEW) The motor vehicle seat as claimed in claim 35, wherein, when an obtuse angle with a defined value of greater than 180° is achieved, a further increase of the angle by the folding mechanism is prevented.

37. (NEW) A motor vehicle seat with

- a backrest which can be brought into an essentially upright use position to form a support for a seat user's back,
- a pivotably mounted cushion carrier for a seat cushion which, in its use position, defines a seat surface for a seat user, and

- a folding mechanism for folding over the cushion carrier in front of the backrest, so that the cushion carrier essentially extends along the backrest when the latter is in its upright use position,

wherein the folding mechanism comprises a pair of levers, the two levers of which are connected to each other in an articulated manner at a knee joint which is guided in a guide device provided on one of the levers and in that the guide device has a point of discontinuity over which the knee joint moves when the cushion carrier is folded from a use position to in front of the backrest, so that, when the cushion carrier is folded upward in front of the backrest, the knee joint passes into a section of the guide device behind the point of discontinuity.

38. (NEW) The motor vehicle seat as claimed in claim 37, wherein the point of discontinuity (50a) is formed by an angled portion of the guide device (5) in an end section (5a) of the guide device (5).

39. (NEW) The motor vehicle seat as claimed in claim 35, wherein means are provided which limit the adjustment distance of at least one lever of the pair of levers during the folding over of the cushion carrier and which, when a predetermined angle between the two levers of the pair of levers is reached, oppose a further movement of the at least one lever, which would lead to an enlargement of the angle.

40. (NEW) The motor vehicle seat as claimed in claim 39, wherein the means for limiting the adjustment distance are formed by a stop.

41. (NEW) The motor vehicle seat as claimed in claim 40, wherein the stop limits the movement of one lever of the pair of articulated levers, the lever which interacts with the stop preferably being able to be coupled to a floor subassembly of a motor vehicle.

42. (NEW) The motor vehicle seat as claimed in claim 41, wherein the stop is to be provided on a floor subassembly of a motor vehicle or is provided on a lever of the pair of articulated levers.

43. (NEW) The motor vehicle seat as claimed in claim 42, wherein the stop is formed on a guide device on one lever of the pair of levers, and in that the other lever of the pair of levers is guided in this guide device.

44. (NEW) The motor vehicle seat as claimed in claim 43, wherein the other lever is guided in the guide device by a guide element forming the joint of the pair of levers.

45. (NEW) The motor vehicle seat as claimed in claim 43, wherein the stop is formed on an angled end section of the guide device.

46. (NEW) The motor vehicle seat as claimed in claim 37, wherein the guide device is formed by an elongated hole extended along the one lever of the pair of levers.

47. (NEW) The motor vehicle seat as claimed in claim 35, wherein the pair of levers is formed by two levers, of which the one is arranged on the cushion carrier and the other is to be coupled pivotably to a floor subassembly of the motor vehicle.

48. (NEW) The motor vehicle seat as claimed in claim 47, wherein the one lever is coupled pivotably to the cushion carrier or is attached rigidly to the cushion carrier.

49. (NEW) The motor vehicle seat as claimed in claim 47, wherein the coupling points of the two levers on the cushion carrier and on the floor subassembly, and the knee joint of the pair of levers are arranged in such a manner with respect to a pivot axis about which the cushion carrier can be folded that, when the obtuse angle is present between the two levers, the arrangement of the coupling points and of the knee joint oppose a pivoting movement of the cushion carrier about its pivot axis, which would lead to the cushion carrier folding back into the use position.

50. (NEW) The motor vehicle seat as claimed in claim 35, wherein, in the state of the cushion carrier in which it is folded in front of the backrest, a stop surface of one lever of the pair of levers bears against the cushion carrier and thereby opposes a folding of the cushion carrier forward.

51. (NEW) The motor vehicle seat as claimed in claim 35, wherein an actuating element is arranged on one lever of the pair of levers and by its actuation an obtuse angle β between the two levers of the pair of levers can be transferred into an acute angle in order to be able to fold back the cushion carrier into the use position again.

52. (NEW) The motor vehicle seat as claimed in claim 35, wherein elastic means are provided which oppose a resetting movement of the cushion carrier, which is folded in front of the backrest, into its use position.

53. (NEW) The motor vehicle seat as claimed in claim 52, wherein the elastic means acts on at least one of the levers of the pair of levers.

54. (NEW) The motor vehicle seat as claimed in claim 53, wherein the elastic means are arranged on the knee joint of the pair of levers.

55. (NEW) The motor vehicle seat as claimed in claim 54, wherein the elastic means are formed by a torsion spring with two free limbs which are supported each on one of the levers of the pair of levers.

56. (NEW) The motor vehicle seat as claimed in claim 55, wherein the elastic means act specifically on one lever of the pair of levers, in particular on a lever of the pair of levers that is connected in an articulated manner to the floor subassembly.

57. (NEW) The motor vehicle seat as claimed in claim 53, wherein the elastic means are formed by a linear spring.

58. (NEW) The motor vehicle seat as claimed in claim 52, wherein sections of the backrest cushion and/or of the seat cushion serve as elastic means which oppose a resetting movement of the cushion carrier from its position folded in front of the backrest.

59. (NEW) The motor vehicle seat as claimed in claim 35, wherein the knee joint is supported on a floor subassembly when the cushion carrier is in a use position.

60. (NEW) The motor vehicle seat as claimed in claim 59, wherein, when the cushion carrier is folded over to in front of the backrest, the knee joint is raised from the floor subassembly.
61. (NEW) The motor vehicle seat as claimed in claim 35, wherein the backrest can be folded forward in the direction of the seat surface defined by the cushion carrier.
62. (NEW) The motor vehicle seat as claimed in claim 61, wherein the backrest is mounted pivotably about an axis.
63. (NEW) The motor vehicle seat as claimed in claim 35, wherein the pivot axis of the cushion carrier is mounted movably.
64. (NEW) The motor vehicle seat as claimed in claim 63, wherein the pivot axis of the cushion carrier is arranged on a lever.
65. (NEW) The motor vehicle seat as claimed in claim 64, wherein the lever is coupled pivotably by one end to the cushion carrier and, at this coupling point, forms the pivot axis of the cushion carrier.
66. (NEW) The motor vehicle seat as claimed in claim 65, wherein the lever is to be coupled by its other end to a floor subassembly of a motor vehicle.
67. (NEW) The motor vehicle seat as claimed in claim 61, wherein the pivot axis of the cushion carrier is mounted movably,
wherein the pivot axis of the cushion carrier is arranged on a lever,
wherein the lever is coupled pivotably by one end to the cushion carrier and, at this coupling point, forms the pivot axis of the cushion carrier, and
wherein the lever forming the pivot axis of the cushion carrier is operatively connected to the backrest via a coupling lever.

68. (NEW) The motor vehicle seat as claimed in claim 67, wherein, when the backrest is folded forward in the direction of the seat surface defined by the cushion carrier, the lever forming the pivot axis of the cushion carrier is actuated by the coupling lever in such a manner that the pivot axis of the cushion carrier is lowered in the direction of a floor subassembly.

69. (NEW) The motor vehicle seat as claimed in claim 43, wherein the guide device is formed by an elongated hole extended along the one lever of the pair of levers.

70. (NEW) The motor vehicle seat as claimed in claim 56, wherein the elastic means are formed by a linear spring.

71. (NEW) The motor vehicle seat as claimed in claim 62, wherein the pivot axis of the cushion carrier is mounted movably, wherein the pivot axis of the cushion carrier is arranged on a lever, wherein the lever is coupled pivotably by one end to the cushion carrier and, at this coupling point, forms the pivot axis of the cushion carrier, and wherein the lever forming the pivot axis of the cushion carrier is operatively connected to the backrest via a coupling lever.

72. (NEW) The motor vehicle seat as claimed in claim 61, wherein the pivot axis of the cushion carrier is mounted movably, wherein the pivot axis of the cushion carrier is arranged on a lever, wherein the lever is coupled pivotably by one end to the cushion carrier and, at this coupling point, forms the pivot axis of the cushion carrier, wherein the lever is to be coupled by its other end to a floor subassembly of a motor vehicle, and wherein the lever forming the pivot axis of the cushion carrier is operatively connected to the backrest via a coupling lever.